

FINAL

MEMORANDUM OF UNDERSTANDING
AMONG THE
MARYLAND DEPARTMENT OF TRANSPORTATION
ABERDEEN PROVING GROUND
HARFORD COUNTY
CITY OF ABERDEEN
CHESAPEAKE SCIENCE AND SECURITY CORRIDOR

**TO IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT PRACTICES IN
SUPPORT OF ABERDEEN PROVING GROUND REGIONAL GROWTH, INCLUDING
THE BASE REALIGNMENT AND CLOSURE ACTIONS OF 2005.**

This Memorandum of Understanding (MOU), entered into this 21st day of October, 2010, by and between the **Maryland Department of Transportation** (MDOT) for and on behalf of the State of Maryland, located at 7201 Corporate Center Drive, Hanover, Maryland, 21076; **Aberdeen Proving Ground** (APG), an Army installation of the United States Department of Defense located at Aberdeen Proving Ground, MD 21005-5001, acting by and through the Commander of APG; **Harford County, Maryland**, a body corporate and politic of the state of Maryland located at 220 South Main Street, Bel Air, MD 21014; **City of Aberdeen**, a body corporate and politic of the state of Maryland located at 60 N. Parke Street, Aberdeen, MD 21001; and, **Chesapeake Science and Security Corridor**, a communications clearinghouse and event coordination hub located at 1201 Technology Drive, Suite 109, Aberdeen, MD 21001; hereinafter sometimes collectively referred to as the "**Parties.**"

RECITALS

WHEREAS, the United States Department of Defense (DoD) has programmed Base Realignment and Closure (BRAC) actions at certain real property located in Harford and Baltimore Counties, Maryland which comprises Aberdeen Proving Ground, and;

WHEREAS, to prepare for BRAC, the State of Maryland formed a State Subcabinet which developed a state-wide BRAC action plan to examine and prepare for its impacts to transportation, housing, schools, workforce, financial and regulatory issues, and;

WHEREAS, local jurisdictions in the APG Region prepared similar action plans, and BRAC-related reports, which, together with the state's efforts, identified transportation needs and necessary infrastructure, transit, and Transportation Demand Management (TDM) solutions to help facilitate DoD growth and BRAC actions in the APG Region, and;

WHEREAS, economic conditions have constrained the Parties' collective capacity to fully develop and implement recommended transportation projects and programs, and;

WHEREAS, the State of Maryland has maintained funding to construct certain local, short-term intersection improvement projects developed in support of BRAC actions at APG, and;

WHEREAS, said intersection projects are unlikely to be completed prior to September 15, 2011, and may actually be under construction, or face additional funding challenges, and;

WHEREAS, APG has established a Transportation Committee comprised of key local stakeholders, to develop and oversee TDM programming in support of BRAC actions at APG;

WHEREAS, the Parties agree that in light of continued challenges associated with the aforementioned capital projects, an effective TDM Program encompassing car and van pools, rideshare, telework, express bus services, shuttles, and other traffic mitigating practices, is an essential component of accommodating growth in the APG Region, including the 2005 BRAC actions, and;

WHEREAS, implementation of a comprehensive TDM program is consistent with the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for *Base Realignment and Closure Actions at US Army Garrison Aberdeen Proving Ground, Harford and Baltimore Counties, Maryland*, and will help improve levels of service on local transportation networks and on post, and;

WHEREAS, implementation of a comprehensive TDM program for the APG region will also demonstrate DoD's commitment to practices advocated in Executive Order 13514 (*Federal Leadership in Environmental, Energy and Economic Performance*), and;

WHEREAS, Parties concur that identification of appropriate funding to implement TDM practices, and development of a comprehensive TDM Program are a shared, high priority, and will play an important role in the success of APG Regional growth, including the 2005 BRAC actions, and;

THEREFORE, The Parties therefore intend to collaborate in obtaining funding in support of a mutually beneficial TDM Program, and to develop, grow and evolve the program as warranted by growth at APG and in the surrounding region. In support of this effort, the parties intend to take the following actions:

ARTICLE I: ACTIONS

MDOT intends to:

1. Solicit funding to develop TDM programming near APG, including support of APG's Transportation Committee, to be operational no later than 120 days following receipt of such funds.
2. Program and expend available funds, starting at such date as dictated by receipt of necessary funds, and lasting for a duration of time consistent with funding ultimately procured.
3. Support APG's Transportation Committee in securing sustained funding for the continued operation of TDM programming beyond the initial funding period.
4. Through its modal agency, the Maryland Transit Administration (MTA), monitor and support the establishment and operation of TDM programming, including participation in APG's Transportation Committee.
5. Work to identify funds for the Guaranteed Ride Home Program (GRHP) in the Baltimore region, which includes Harford and Cecil counties, and take steps to procure its continued funding.
6. Along with MTA, when additional funds become available in the future, work with local governments as appropriate to implement transit services serving the APG region.
7. Subject to the availability of funds, provide operating and capital funds to local jurisdictions to support identified local transit routes supporting the APG travel shed.
8. Collaborate with Harford County and APG regarding expanded Maryland Area Regional Commuter (MARC) service to the region; coordinate travel times, as needed, to meet locally planned connection services to and from transit facilities and the Installation; and, support development and execution of a separate Memorandum of Understanding detailing program elements and funding plans.

APG intends to:

1. Through its Transportation Committee, provide a mechanism to regularly reach leaders and employees of all partner agencies and tenant organizations, consistent with security provisions, to inform individuals of available carpool, vanpool, express subscription bus service, public transit, Americans with Disabilities Act (ADA) Para-transit services, and other vehicle trip reduction programs and strategies.
2. Consistent with the goals of Executive Order 13514 and the FEIS and ROD for *Base Realignment and Closure Actions at US Army Garrison Aberdeen Proving Ground*,

Harford and Baltimore Counties, Maryland support the effort to continue the TDM initiative as an ongoing program.

3. Consistent with available funding, prepare a Transportation Management Plan (TMP) with appropriate TDM goals and metrics. Regularly review TDM goals and progress against metrics with the Transportation Committee and its members.
4. Subject to procurement of necessary funding, through its Transportation Committee, develop a detailed TDM program for the funded period of operation, review with designated representatives of all Parties, and designate staff to support the program's implementation and operation for the funded period.
5. Consistent with funding and with jointly created plans, provide and facilitate an effective TDM Program encompassing car and van pools, rideshare, telework, express bus services, shuttles, and other traffic mitigating practices to APG tenants, supporting contractors and other members of the APG community.
6. Through its Transportation Committee, and consistent with funding procured for its efforts, prepare and submit quarterly reports to the Parties detailing the progress and direction of the TDM Program. Tailor said reports as needed to address reporting requirements associated with funding.
7. Collaborate with MTA and Harford County to introduce and operate connection services to and from transit facilities and the Installation, including development and execution of a separate Memorandum of Understanding detailing program elements and funding plans.

Harford County intends to:

1. Participate as a member of the APG Transportation Committee, and coordinate with Parties on TDM programming and development, as well as other related transit and mobility matters.
2. Encourage and facilitate county businesses' participation in TDM activities, including promotion of public transportation.
3. Work with MDOT and its modal agencies to identify funds for transit services and other improved transportation services serving APG and surrounding area as appropriate, including associated transit oriented development efforts at the Aberdeen MARC station, and its development as a multimodal transportation hub.
4. Identify and request BRAC transit and mobility initiatives as part of state priority process.

5. Collaborate with MTA and APG to introduce and operate connection services to and from transit facilities and the Installation, including development and execution of a separate Memorandum of Understanding detailing program elements and funding plans.

City of Aberdeen intends to:

1. Participate as a member of the APG Transportation Committee, and coordinate with Parties on TDM programming and development, as well as other related transit and mobility matters.
2. Encourage and facilitate city businesses' participation in TDM activities, including promotion of public transportation.
3. Work with MDOT and its modal agencies to identify funds for transit services and other improved transportation services serving APG and surrounding area as appropriate, including associated transit oriented development efforts at the Aberdeen MARC station, and its development as a multimodal transportation hub.

CSSC intends to:

1. Participate as a member of the APG Transportation Committee, and coordinate with Parties on TDM programming and development, as well as other related transit and mobility matters.
2. As part of its ongoing outreach and communication efforts, encourage and facilitate regional participation in TDM activities, including promotion of public transportation.
3. Work with MDOT and its modal agencies to identify funds for transit services and other improved transportation services serving APG and surrounding area as appropriate, including associated transit oriented development efforts at the Aberdeen MARC station, and its development as a multimodal transportation hub.

All Parties intend to:

1. Collaborate to develop a clearly defined, comprehensive Aberdeen Proving Ground TDM Program by December 31, 2010.
2. Collaborate to identify funds necessary to implement and grow the TDM Program, and work with Congressional, federal, and other state and local stakeholders to promote its role in supporting BRAC actions, and overall transportation efficiencies within the APG Region.

3. Through participation in or support of the APG Transportation Committee, meet regularly to foster development of the TDM Program, monitor and assess its effectiveness, and modify practices and programming elements as warranted.

ARTICLE II: COMMUNICATIONS

Communications pertaining to this MOU shall be given to the following addresses:

For MDOT:

Maryland Department of Transportation
Office of the Secretary
7201 Corporate Center Drive
Hanover, Maryland 21076
Attention: Andy Scott

With a copy to:

Maryland Transit Administration
6 St. Paul Street
Baltimore, Maryland 21230
Attention: Deputy Administrator of Planning and Engineering

For APG:

Ralph Cardenuto
Aberdeen Proving Ground
4304 Susquehanna Avenue
Aberdeen Proving Ground, MD 21005-5100

For Harford County:

David R. Craig
County Executive
220 South Main Street
Bel Air, MD 21014

For City of Aberdeen

Phyllis Glover
Director of Planning
60 N. Parke Street
Aberdeen, MD 21001

For CSSC:

Karen Holt
Regional BRAC Manager
1201 Technology Drive, Suite 109
Aberdeen, MD 21001

ARTICLE III: AMENDMENT AND TERMINATION

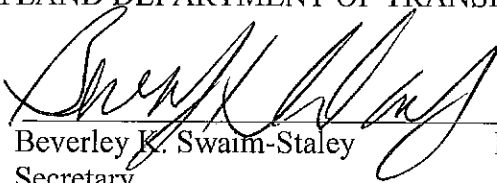
This MOU may be modified or amended in writing by the mutual agreement of the parties. Any party may terminate the MOU by providing written notice to all other parties. The termination shall be effective sixty (60) days following notice, unless a later date is agreed to by the parties.

ARTICLE IV: AVAILABILITY OF APPROPRIATED FUNDS

All actions associated with this MOU are contingent upon the availability of appropriated funds.

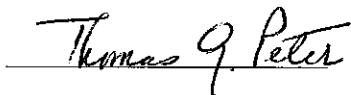
IN WITNESS WHEREOF, the Parties hereto have caused this MOU to be executed by their respective duly authorized officers.

MARYLAND DEPARTMENT OF TRANSPORTATION

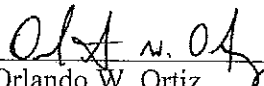

Beverley K. Swaim-Staley
Secretary

10/21/10
Date

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY



ABERDEEN PROVING GROUND


Orlando W. Ortiz
Colonel, US Army
Commanding

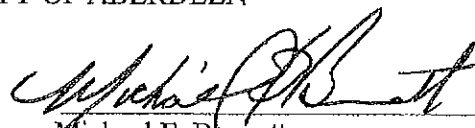
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Date

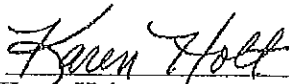
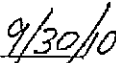
HARFORD COUNTY

David R. Craig 9/29/10
David R. Craig Date
County Executive

CITY OF ABERDEEN

 10/4/10
Michael E. Bennett Date
Mayor

CHESAPEAKE SCIENCE AND SECURITY CORRIDOR

 
Karen Holt
Regional BRAC Manager